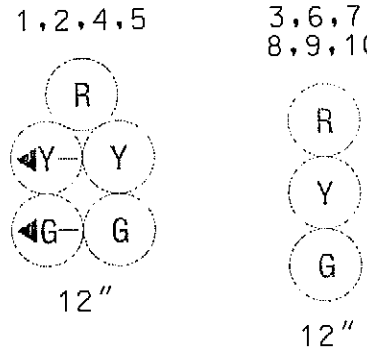


N

MD 450 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

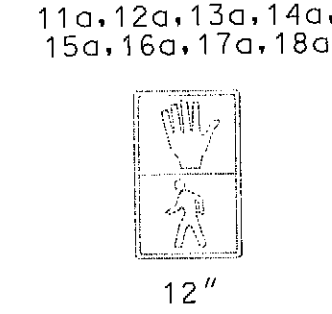
EXISTING SIGNALS TO REMAIN



PROPOSED LED SIGNALS

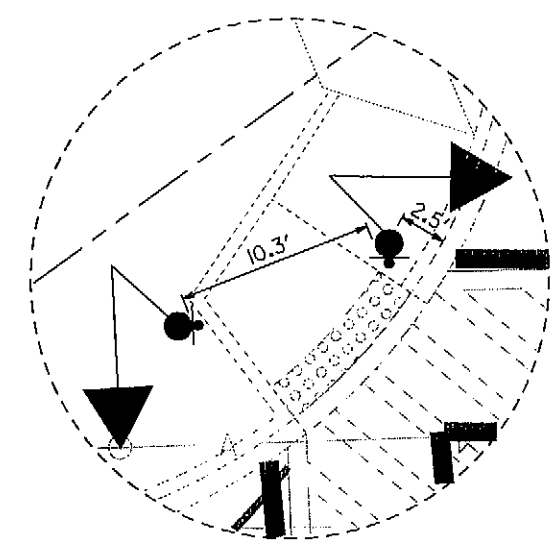


EXISTING SIGNALS TO BE REMOVED

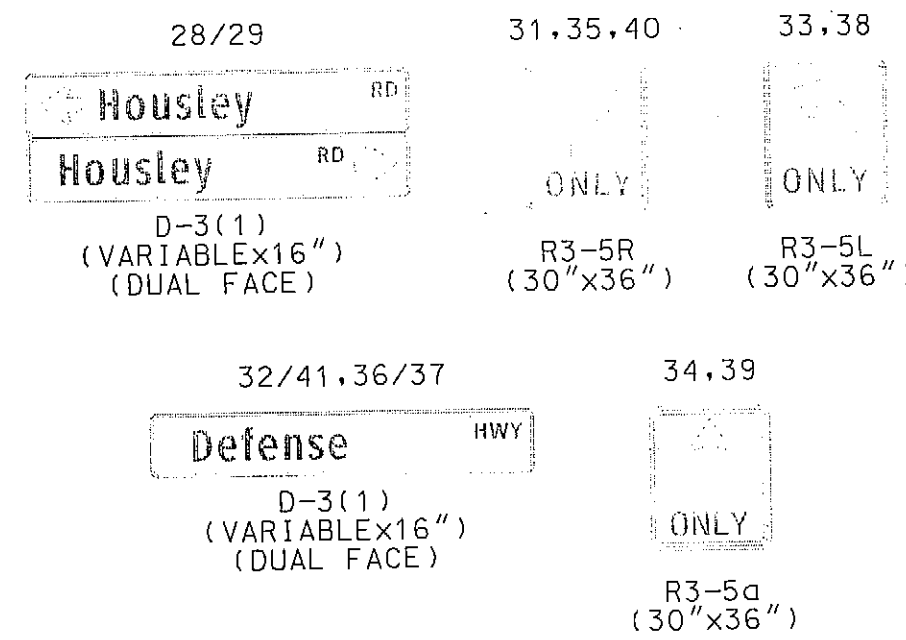


NORTHWEST CORNER ENLARGEMENT

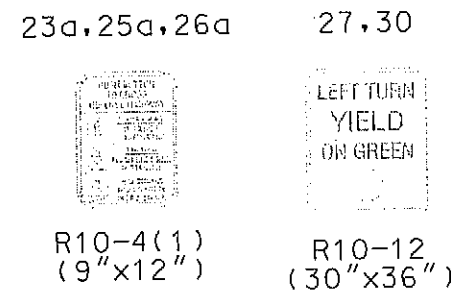
SCALE: 1"=10'



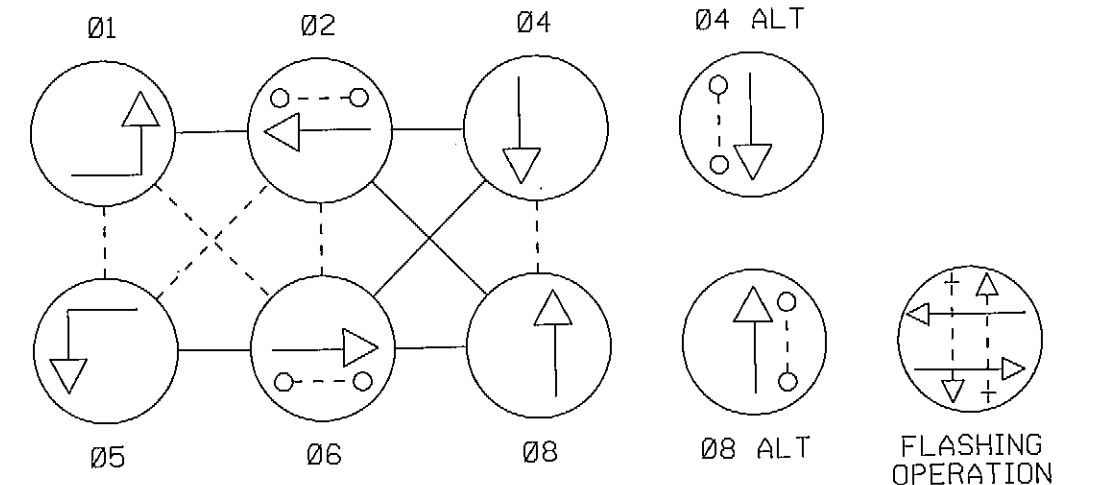
EXISTING SIGNS TO REMAIN



EXISTING SIGNS TO BE REMOVED



NEMA PHASING



PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.

TO CROFTON

MD 450 (DEFENSE HIGHWAY) EBR

MD 450 (DEFENSE HIGHWAY) WBR

TO US NAVAL ACADEMY

CONSTRUCTION DETAILS

1. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE (STANDARD NO. MD 801.01-01). LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS HOUSLEY ROAD") (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN POLE BASE).
2. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE (STANDARD NO. MD 801.01-01). LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS DEFENSE HIGHWAY") (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN POLE BASE).
3. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS, PUSHBUTTON, SIGN, AND ALL ASSOCIATED WIRE.
4. USE EXISTING BASE MOUNTED CABINET/CONTROLLER. INSTALL 2-WIRE CENTRAL CONTROL UNIT.
5. INSTALL 2 IN. SCHEDULE 80 PVC ELECTRICAL CONDUIT - TRENCHED.
6. USE EXISTING CONDUIT.
7. USE EXISTING HANDHOLE.
8. REMOVE EXISTING OVERHEAD SIGN.
9. INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE FOR CROSSWALK.
10. REMOVE EXISTING PAVEMENT MARKINGS VIA HYDROBLASTING.

GENERAL NOTES

1. ALL SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE TO MEET CLEARANCES AS SPECIFIED IN MD 816.01, MD 818.02, AND MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE LOCATIONS AND GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND SHALL PROPERLY LABEL EACH CABLE. ALL UNUSED SIGNAL CABLE SHALL BE PROPERLY REMOVED AND DISPOSED.
4. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SECTIONS 4E.08 AND 4E.10 AND FIGURES 4E-3 AND 4E-4 AND THE NCHRP PUBLICATION "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". NOTE: SHOULD FIELD CONDITIONS OBSTRUCT PROPER EQUIPMENT LOCATIONS, THE CONTRACTOR SHALL STOP ALL WORK AND NOTIFY THE PROJECT ENGINEER FOR REVIEW. AN ALTERNATE DESIGN WAIVER MAY BE NECESSARY AND OBTAINED FOR APPROVAL BY THE DIRECTOR, OFFICE OF TRAFFIC & SAFETY.
5. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18 INCHES FROM A 60-INCH LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2 PERCENT.
6. THE 10' MINIMUM SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
7. ALL EXISTING TRAFFIC EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
8. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO ANY SIDEWALKS CAUSED BY THE INSTALLATION OR REMOVAL OF SIGNAL EQUIPMENT.
9. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
10. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
11. ALL CROSSWALKS SHALL BE CENTERED TO THE PROPOSED SIDEWALK RAMPS.

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 450 (DEFENSE HIGHWAY) AT
HOUSLEY ROAD
PAROLE, MARYLAND

TRAFFIC SIGNALIZATION PLAN

SCALE: 1"=20' DATE: SEPT. 1995 CONTRACT NO. BW 808-802-512

DESIGNED BY: K. SCHMID COUNTY: ANNE ARUNDEL
DRAWN BY: J. HOHMAN LOGMILE: 020450008.83
CHECKED BY: K. SCHMID T.I.M.S. NO.:
F.A.P. NO.: T.O.D. NO.:

T.S. NO. 3550A SG-00F SG-02 SHEET NO. 4 OF 5

McCormick
Engineers & Planners
Since 1946 Taylor

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TOD NO: XY139-11
SHA NO: AA189B59
MD 424 @ Duke of Kent Drive/Hyman
Ln; MD 450 @ Housley Road

0 10 20 40
SCALE: 1"=20'

GEOMETRIC LEGEND
EXISTING
PROPOSED
UTILITY LEGEND
STORM DRAIN
GAS MAIN
WATER MAIN
SEWER MAIN
ELECTRIC CABLES
AERIAL CABLES
TELEPHONE CABLES
FIBER-OPTIC

APPROVALS
TEAM LEADER
ASST. DIR. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

REVISIONS

UPGRADE SIGNAL WITH
APS AND CPS
SHA NO. XY139B59
TOD NO. USA
0222203
MLP:CSW

PLOTTED: Monday, July 22, 2013 AT 11:23 AM
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